



"Sims, John A"
<John.Sims@bnsf.com>

03/24/2004 03:46 PM

To "deanc@stb.dot.gov" <deanc@stb.dot.gov>

"Sims, John A" <John.Sims@bnsf.com>,
cc "james.richardson@noaa.gov"
<james.richardson@noaa.gov>

bcc

Subject FW: BMs Pawnee City and Endicott

This is in regards to STB Docket No. AB-6 (Sub-No. 405X); BNSF Abandonment between Pawnee and Endicott, Nebraska. The Board issued a decision on March 1, 2004 imposing a condition that BNSF notify the National Geodetic Survey (NGS) at least 90 days prior to undertaking any salvage activity that may disturb or destroy the two geodetic station markers that are located along or adjacent to the subject line to plan for their relocation. By letter dated February 19, 2004, BNSF gave NGS a 90-day notice. Attached is an e-mail message from Jim Richardson, State Geodetic Advisor, Nebraska stating that one marker was destroyed and the other has been relocated. I believe this satisfies this condition.

John Sims

Paralegal

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-----Original Message-----

From: Batie, Richard A

Sent: Friday, March 19, 2004 9:15 AM

To: Bailiff, Sarah J

Cc: Luedtke, Peter; Sims, John A

Subject: FW: BMs Pawnee City and Endicott

Sarah,

This concerns the Pawnee - Endicott, NE line and the National Geodetic Survey which stated that two markers were located along the line. One of the markers was destroyed and the other one has been relocated.

Here is an email from James Richardson concerning the markers which should take care of this condition.

Rich Batie

-----Original Message-----

From: James Richardson [<mailto:James.Richardson@noaa.gov>]

Sent: Tuesday, March 16, 2004 6:57 PM

EI - 754
CD

To: richard.batie@bnsf.com

Subject: BMs Pawnee City and Endicott

Mr. Batie,

Attached please find documents showing the replacement of benchmark M 175 by the Nebraska Department of Roads. The designation RESET, indicates it has replaced the original mark M 175. The other benchmark, T 175 was reported destroyed in 1999 as the second page of the data sheet enclosed, describes.

If your personnel actually uproot any whole, original monument, or any other mark, I request that the disks themselves, in accordance with standing NGS policy, be mailed to me to prove unequivocally that the mark has been destroyed. While this may seem burdensome, it is in the interest of the surveying and mapping community, and their public and private clients, to know which marks are worth taking the time and therefore the money to recover to control a survey project and which are not worth the time.

As I mentioned before, the vertical control marks of the National Geodetic Survey, formerly the U.S. Coast and Geodetic Survey, were very precisely positioned in a vertical sense at the time measurements were made between them and they represent a tremendous national effort which took many decades to accomplish from field to finish. Due to the nature of the gradient of rail lines, they were a very desirable route over which to establish lines of vertical control.

If you have a minute some time I recommend you view the online set of photos which help document some of the work that the U.S. Coast and Geodetic Survey accomplished in the last two centuries.

<http://www.photolib.noaa.gov/historic/c&gs/geodesy.html>

One other thing. The U.S. Coast and Geodetic Survey and the U.S. Geological Survey had distinct missions, the latter for mapping and the former for geodesy. When a U.S. Geological Survey mark was conveniently located to be used by C. & G.S., or there was some other requirement to include one of these marks in a U.S.C. & G.S. or NGS survey project, then measurements to it would be made and subsequently such a mark would be included in the national network, but otherwise, NGS has less interest in these marks than marks in the NGS Integrated Database. That's not to say the counterparts of NGS in other surveying organizations at the state level say, are not interested in USGS marks. They are willing to preserve them, but NGS is not, due to time and manpower constraints.

- Jim Richardson

Jim Richardson
State Geodetic Advisor, Nebraska

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